THE GAS MOVEMENT.

Had the present agitation in favour of the nearest possible approximation to the purity and clearness, and the cheapness and diffusion of the light of day arisen as the natural result of some extensive organization, league, or association, for the express and determined purpose, then the motive to, and the reason of, the simultaneous, sudden, and universal interest and effort in the cause would have plainly manifested itself; but, with the exception of our own reiterated efforts, no vis insita within the range of our experience is sufficient to account for this remarkable phenomenon. The subject of gas-light is evidently at this moment undergoing a complete and rapid revolution: it is labouring in the wholesome throes of a new birth, and is destined soon to assume an altogether novel aspect and economy of distribution. Demands for its reduction in price, its improvement in quality, its more diffusive abundance, are everywhere urged and everywhere forcing themselves into successful antagonism with the state of things as they are, and evolving the germs of the state of things as they will be; and now it is found that even the most preposterous expectations and demands for reduction of price are more than justified, by the revealment of the enormity of the profits that must have been already reaped, and the immensity of the reductions that may yet be profitably made. "If the Gas Company are getting a profit still, at 6s. per 1,000 cubic feet," says a witness, whose evidence before the Government Commissioners we may here adduce,—without, however, being at the trouble to specify or instance time or place on a point of evidence far from being solitary or limited to either place or time,—"they must have realized an enormous profit heretofore at 10s. to 12s. per 1,000 cubic feet." And that many a company has realized such profits at 10s. to 12s., and that all may still realize sufficient, and far more than sufficient profits, not only at 6s. or even 4s. but at 3s. or even 2s. per 1,000 feet has already been clearly proved. "Resolved," in public meeting assembled, says one recent formal petition to Parliament, "that we, the inhabitants of Ashton-under-Lyne, being gas consumers, having attentively listened to the evidence tendered before the Government Surveyors, and that evidence showing that gas *can be produced at less than three shillings* per 1,000 cubic feet, pray that the Ashton Gas Company be restricted to 4s. 6d. per 1,000 cubic feet, and that the gas be manufactured from cannel coal." Too liberal by half, as has been already plainly evidenced at Liverpool and elsewhere. "At Exeter," says one witness, in his evidence before the Commissioners at Southampton, "the present price is 6s., and a new company has offered to supply it at 3s. 6d. per 1,000. Mr. Short has told me that at Sheffield *it was supplied at 2s. 6d.* (!) and many manufacturers considering [probably knowing] *even that to be too high*, manufactured their own!" Moreover, we have already adduced corroborative evidence to much more than this effect from before the Government commissioners at Liverpool, and from all of which it appears that in many districts *coke manufactories are likely altogether to supersede mere manufactories of gas.*—As to the manufacture of the article, by the way, we may here note down a piece of rather interesting intelligence derived from the *Hampshire Independent*, which, interested, as who must not be, with the present progress of events towards the light of a new day, says, "We have been gratified by the inspection of a small gas apparatus, calculated for private use, constructed by Mr. D. Snagge, ironmonger, of Middle Brook-street. It is now in full operation, and Mr. Snagge states, that *after deducting the value of the coke*, the quantity of coal daily required for the manufacture of gas enough to supply five burners, from five o'clock till ten, does not exceed twopence! The cost of the apparatus would be 25*l.*; but a very trifling addition would enable it to produce gas enough to supply twenty or thirty more burners; the only alteration being an increase in the size of the gasometer, and an additional retort. The apparatus appears to be admirably adapted for railway stations, gentlemen's mansions, or public manufactories, in places where no gas works exist. It appears, too, to be capable of application for shops with great advantage, if the present charge for gas in Winchester is to be continued."——The inquiry at Southampton progresses; and the evidence goes far to prove the absolute necessity of the "fair competition" which is even already, by anticipation as it were, producing its good fruits. Until the proposed new company was started, the old, and only company, was waxing fat and kicking; for it not only persisted in its "enormous profits," but when any one dared to complain of the abominable quality, the provokingly deficient quantity, or the by no means deficient price, of what they pleased to give, he was replied to by "a man to cut off the pipes." No sooner did their incipient antagonist make his appearance, however, than down came the price from 10s. or 12s. to 6s., and up came the quality, and even the quantity, to par; but such amendments are by no means symptomatic of repentance, and they therefore merit no mercy, and none have they met with, for none have they deserved. The case of the new company appears to prosper.——The high price of gas at Cowes, still no less than 12s. 6d. per 1,000 cubic feet, has roused the indignation of the inhabitants, who were led to expect a considerable reduction in the charge for "this indispensable and only lately afforded boon;" and in a numerous meeting they have embodied their feeling on the subject in a series of rather mild resolutions in the meantime, to be laid before the directors of their company.——The diminished price of gas supplied by the present company at Worcester, namely, 6s. per 1,000 feet,—for which the citizens are indebted not to the present but to the prospective company, who have offered to supply it at 4s. 4½d.,—is already, it is said, leading to an increased and extensive consumption.——Another huge gasometer, to hold 200,000 cubic feet, or if made on the telescopic plan to contain even 400,000 cubic feet of gas, is to be forthwith erected at Manchester by the corporation. It was only last year that just such another addition was made to their enormous, and, as it ought to be in the eyes of all other corporations, their *model* establishment; and as to when that corporation mint will reach its full maturity is a question for the multitude of Manchester in future generations, not for those alone to whom it now gives wealth as well as light.——The capital, a bill for which the Liverpool "Guardian" is applying, is 133,000*l.*; and 3s. 8d. is the maximum price, with 7½ per cent. as the maximum dividend. The present Liverpool "Gas Light Company" is also now applying for power to raise 200,000*l.* of additional capital; the maximum price of its gas being 4s. 6d. with an assured dividend of 10 per cent.——At Cambridge, the gas proprietors have condescended to offer the citizens a reduction of 1s. per 1,000 cubic feet with a promise of more *in futuro*.——A reformation has already actually begun at Newcastle, or at least been something more than merely promised. The price has been reduced from 5s. to 4s. 6d. per 1,000 feet, with a scale of discounts from 10 to 20 per cent.; and the *Gateshead Observer* informs us that "an assistant manager of the gas works has been appointed, and a change for the better has been the consequence." The lamps, however, are said to be still too dim to do justice to the improved quality of the gas. The suggestion which appeared in our pages, to line the upper portion of the interior with mirror has been not only received with favour but almost universally quoted by our contemporaries. Perhaps the Newcastle gas, which now, it seems "need not be ashamed to shew itself," might thus be able to hear the reflection of its own more purified aspect now without a dimming blush.——Down to the year 1839, by-the-by, the price of gas at Newcastle was 10s. per 1,000 cubic feet—more than double the price of its present improved quality! The fear of a worse condition of things leads sometimes to a better.

Isle of Alderney: new Breakwater.—The foundation stone of the new breakwater, or harbour of refuge, was laid on Friday week in the Bay of Crawley. The little island was in universal commotion. A whole ox was roasted for the workmen and the poor in general, and "a splendid banquet" was given by the judge, M. Gaudion, to the rich in general, and to many of their Guernseyite neighbours in particular.

REMARKS ON STAINED GLASS.

The chancel of Horfield Church, near Bristol, which has been rebuilt, and was opened for public worship a fortnight ago, is fitted up with stained glass, executed by Mr. M. O'Connor, of Berners-street, London. The principal events in the life of our Saviour, including the Birth and the Ascension, are the subjects represented, and entitle the artist to much credit. These windows display thought as well as skill, and are altogether good specimens of modern imitation. The style of the chancel is the decorated.

At the west end of the same church, we hear, there is a window, by Mr. Bell, of Bristol, representing St. Michael, to whom the church is dedicated, triumphing over the dragon. The former windows we saw in London.

A new stained glass window has been put up in the church of St. Andrew Undershaft, London, but we have not seen it.

At the Decorative Art Society, on the 10th instant, the application of design to stained-glass windows formed the subject for discussion. Mr. Dwyer commenced it by remarking, that in the earlier instances of ecclesiastical embellishments of this kind, the ideal was frequently well expressed. But although the examples of medieval art were generally well appreciated, yet the admirers of it were rarely satisfied with modern imitations. This he attributed to the absence of a peculiar feeling and tone which pervade the more remarkable of the ancient specimens. An acquaintance with precedents, and a clearly defined knowledge of symbolism in form and colour, he considered to be essential to the artist who desired to produce any thing beyond exact imitations. He, however, maintained that ancient art ought not necessarily to be modern art, but that decorative design at the present day ought rather to appeal to and gratify the understanding, than to offer mementos of superstition. He preferred simplicity in the composition at all times to attempts in producing historical pictures; and observed, that the decline of this, as of other arts, had been manifested by endeavours to produce incompatible effects. Geometrical combinations, it was said, are in almost every respect more suitable for windows; but the leading forms should at all times harmonize with the architectural character of the building.

Several kaleidescopes were then examined, which had been arranged by Mr. Cooper for exhibiting geometric design. The pieces of coloured and other glass in circles, squares, and triangles, were variously classified. Several of the developments were very beautiful, closely resembling windows of the thirteenth century; and the counterparts of the contents of a kaleidescope afford simple and ready means of accurately delineating a desired result on paper. Descriptions were given of windows in Germany and at Hampton Court, as also some observations on the extraordinary chemical influences possessed by colours.

RAILWAY JOTTINGS.

The "matchless pier" at Southend, whose peculiar merits, or intrinsic value, no one, at the late unsuccessful attempt to get rid of it, appeared to be *able* to appreciate, has at length been taken off the hands of the Public Works Loan Commissioners, who were the mortgagees, by the Eastern Counties Railway Company, who have now become the purchasers of it and its revenues, of the latter of which they doubtless meditate an increase when the projected railway to Southend is completed.——The Secretary of the Great Western, Mr. Saunders, has the very handsome salary, it is said, of 3,500*l.* a year; the locomotive Superintendent, Mr. Gooch, one of 1,000*l.*; another Superintendent, Mr. Clark, 750*l.*; another, the Bristol one, Mr. Clark, 550*l.*; the Exeter, Mr. Ashbee, 325*l.*; and the Gloucester, Mr. Graham, 180*l.* The head accountant, Mr. Pyke, has 550*l.*——The tenders for the construction of the works included in Nos. 1 and 3 contracts on the Birmingham, Wolverhampton, and Dudley line have been disposed of. The first, which embraced that part of the line between Great Charles-street and Vyse-street, Birmingham, was obtained by Mr. G. C. Pawling, of Manchester; the second, which included the line

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